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RI	EISSUE APPLICATION DECLARATION BY THE INVENTOR	F05-185919M/MKO
	hereby declare that:	1
[	Each inventor's residence, mailing address and citizenship are star believe the inventors named below to be the original and first inve described and claimed in patent number6,546,830 B2, gr	intor(s) of the subject matter which is anted April 15, 2003
;	and for which a reissue patent is sought on the invention entitled WHEEL DRIVE VEHICLE	TRANSMISSION DEVICE OF FOUR-
1	ne specification of which	
I	is attached hereto.	
Ì	was filed on September 8, 2003 as reissue application	number 10/657,060
	and was amended on March 1, 2005 (If applicable)	
	have reviewed and understand the contents of the above identifications as amended by any amendment referred to above.	
-	l acknowledge the duty to disclose information which is material to 37 CFR 1.56.	
	I hereby claim foreign priority benefits under 35 U.S.C. 119 form PTO/SB/02B (or equivalent) listing the foreign application.	flons.
	verily believe the original patent to be wholly or partly inoperative below. (Check all boxes that apply.)	or invalid, for the reasons described
	by reason of a defective specification or drawing.	
	by reason of the patentee claiming more or less than he had	the right to claim in the patent.
	by reason of other errors.	
	At least one error upon which reissue is based is described below reissue, such must be stated with an explanation as to the nature	or the prospering:
	I hereby claim foreign priority benefits under 35 U.S.C. 119(a)-(d) or (f) to September 14, 2000. Attached is form PTO/SB/02B (or equivalent) listing the form	reign application Jupanise Application
	2002–280602, filed September I4, 2000. I verily believe that the original patent to be wholly or partly inoperative or less than he had the right to claim in the patent.	
	less than he had the right to claim to the putch.  Tha transmission device of the invention was claimed to narrowly. The inverprovided by the Examiner in the '830 patent's December 12, 2002 Notice of Allengine-front drive (FF) based and front engine-rear drive (FR) based on four-ventiles.	pwability that are applicable to boili j. o
	engine-front drive (FF) based and front engine-rear arive (FR) based on Jour- New claims 14 and 16-19 (renumbered after pasent issuance), have been add 1-13 of the '830 patent.	ted which are of different scope than current claims
	(Continued on attached page 1A)	
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	[Page 1 of 2]	

This collection of information is required by 37 CFR 1.179. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C., 122 and 37 CFR 1.11 and 1/4. This collection is estimated to take 30 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450, DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS, SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

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(Continued from page I)

Revised Supplemental Reissue Declaration Serial No. 10/657,060 Docket No. F05-185919M/MKO (NGB.080REI)

New independent claim 14 recites a transmission device of a four-wheel drive vehicle, including: "an input shaft connected to an engine for transmitting a driving force" (e.g., see '830 patent at column 4, lines 62-63; see also Figures 1-5); "a hollow counter shaft extended in parallel to said input shaft" (e.g., see '830 patent at column 5, lines 3-5); "shift gear trains provided between said input shaft and said hollow counter shaft" (e.g., see '830 patent at column 5, lines 6-15); "a first output shaft disposed in a hollow portion of the hollow counter shaft" (e.g., see '830 patent at column 5, lines 20-23) "for transmitting the driving force to a final reduction gear of one of front and rear wheels" (e.g., see '830 patent at column 5, lines 23-30); "a first drive gear disposed at an end portion of said counter shaft" (e.g., see '830 patent at column 5, lines 31, 32); "a first driven gear engaging with the first drive gear and rotating about a rotating axis of said input shaft" (e.g., see '830 patent at column 5, lines 36-38; see also Figure 1); a second drive gear rotated about the rotating axis of said input shaft" (e.g., see '830 patent at column 5, lines 38-39); "a second driven gear disposed at a base end side of the first output shaft and engaging with said second drive gear" (e.g., see '830 patent at column 5, lines 33-39); "a second output shaft coupled with one of said first driven gear and said second drive gear to transmit the driving force to a final reduction gear of the other one of the front and rear wheels" (e.g., see '830 patent at column 5, lines 27-31), and "a variable mechanism for varying a torque transmitting capacity" (e.g., see '830 patent at column 5, lines 41-44 and 62-66; see also column 6, lines 2-3, 7, 31-35, 49-51, 58-59, and 68-69; see also column 7, lines 10-11, 17-18, and 56; e.g., see also Figure 2-5), "wherein the second output shaft is coupled with the first driven gear through the variable mechanism" (e.g., see '830 patent at column 5, lines 37-45, and 62-66; e.g., see also Figure 2), "or the second drive gear is coupled with the first driven gear through the variable mechanism" (e.g., see '830 patent at column 6, lines 28-34 and 49-51; e.g., see also Figure 3).

Current independent claim 1 of the '830 patent does not recite all of the aforementioned features.

New claim 16 recites that "the second output shaft is coupled with said second drive gear, and the second output shaft is coupled with the first driven gear through the variable mechanism" (e.g., see '830 patent at column 5, lines 37-45, and 62-67; e.g., see also Figure 2).

New claim 17 recites that "the second output shaft is coupled with said first driven gear, and the second drive gear is coupled with the first driven gear through the variable mechanism" (e.g., see '830 patent at column 6, lines 28-34 and 49-51; e.g., see also Figure 3).

New claim 18 recites that "said variable mechanism comprises a torque coupling mechanism" (e.g., see '830 patent at column 5, lines 42-43, and 54; see also column 6, lines 3, 7, 32-34, 51, 58, and 62; e.g., see also Figures 2 and 3).

New claim 19 recites that "said torque coupling mechanism comprises a viscous-coupling" (e.g., see '830 patent at column 5, line 42) "or a hydraulic multiple disk clutch" (e.g., see '830 patent at column 7, lines 10-11, 17-18, and 56; e.g., see also Figures 4-5).

Current claims 1-13 of the '830 patent do not recite the aforementioned features of claims 14 and 15-19.

Every error in the patent which was corrected in the present reissue application, and is not covered by a prior oath/declaration submitted in this application arose without any deceptive intention on the part of the applicant.

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(REISSUE APPLICA	ATION DECLARATION BY THE INVENT	2)	Docket Number (Options) F05-185919M/MKO						
All errors corrected in this retiseue application arose without any deceptive intention on the part of the									
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Full name of first joint Inventor (given name, family name)									
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